

MINUTES

Seattle Pedestrian Advisory Board

February 8th 2012 – 6:00 to 8:00 pm

ATTENDANCE

John Morgan, Jen Calleja, Seth Schromen-Wawrin, Devor Barton, Victor Stover, Lydia Heard, Mark Landreneau, Mark Melnyk, Brian Dougherty

Public:

Clarence Wong

Lorena Kaplan

Rob Kaufman

John Murphy

David

Jessica Swann

Helen Lundell

Troy Heerwagen

Adam

Valerie Rice

Patrick McGrath

Michael Houston

Dotti Farris

John Vander Sleus

Chris Rule

David Amiton

Noelle Smith-Hart

JANUARY MINUTES APPROVAL

Devor Moved, Mark Melnyk 2nd. Approved

PUBLIC COMMENT

None

INDIVIDUAL REPORTS

Jen:

Pedestrian hit on Tuesday around 8th Avenue SW and SW Roxbury. The intersection has no left turn signal going north/south. Has heard people have been hit before, but this is on the city/county line so it is hard to track and report. I hope to work with residents to get the intersection looked at.

Mark Melnyk:

Started the annual report for 2011. Looks like outreach is not adequately recorded in the minutes for the last year. This is an important part of our work. Board members should look back through their calendars and count how many meetings they took part in so we can document this outreach. Also need 2012 priorities, but we have not yet made these. [Brian: normally the priorities are made at the annual retreat in May]

Mark Landreneau:

The City has \$160,000 for APS signals. There are 6 priority areas: Group Health (15th and John),

YMCA in West Seattle, at MLK and Madison, at Green Lake Way and Latona, 47th and 25th Ave NE near University Village, and by Harvard and Eastlake.

Went to Transportation Advocacy Day. 20 mph Bill (HB 1217) has gone through the House and passed. Bus transportation financing (HB 2751 ?) was also lobbied for.

Lydia:

Went to design review for the project on 9th and Pine. 9th is a green street. Sent out emails with more details on these plans.

Also at 14th Ave NW (Ballard) they are making a new park boulevard from the old street car line.

Attended Waterfront Bicycle Workshop #2. Interesting idea about a separated cycle track; only slight, not wide separation, to encourage eye contact between cyclists and pedestrians and encourage expected behaviors, decrease conflicts.

Attended the Central Waterfront Stakeholders Committee meeting. They expect 24,000 vehicles per day along the main segments, twice the current amount. Pedestrian wait and crossing times at intersections will average 52 seconds. South of the ferry terminal the street section/crossing distance is over 100 feet due to ferry queuing lanes, with pedestrian islands. Crossing may take more than one signal cycle. They are concerned with balancing traffic wait times and pedestrian wait times because they don't want vehicles diverting to 1st Ave S. through Pioneer Square.

Was also at Transportation Advocacy Day. I spoke with my senator, who seemed concerned that there wasn't a companion Senate bill to SHB 1217 for her to vote on.

Victor:

Was at the waterfront and bike workshop with Lydia. Talked about the bike trail for the waterfront. There is another meeting on Friday and plan to attend. Issues include designing to reduce ped/bike conflicts and dealing with crossing conflicts.

Hope to engage with waterfront design group.

At the Freight Advisory Board, I saw a presentation from the waterfront design team where they focused on freight mobility. Waterfront design is getting pulled by each mode. We need to stay engaged.

Devor:

At SBAB. Presentations were from/about Dongho Chang, the Ravenna repaving, Burk Gillman repaving, and the Bike Master Plan update. The bike map may launch in mid March.

Attended the Capitol Hill 12th Ave Safety meeting. They have a consultant looking at what changes are feasible and will have the biggest impact.

Went on 2 safety walks in the South Precinct to walk around and look at safe and unsafe areas in the neighborhood. Documented for potential improvements. Councilmember Rasmussen attended the second one.

The HB 1217 letter went out to our Seattle Representatives. We received 2 automatic (yet nice) responses so far.

John:

Have had a record number of applications: 43. Group is going through to determine interviews and recommendations. Should be done by March.

HB 1217 passed the House unanimously. It is currently held up in the Senate Transportation Committee.

Victor and John have been reaching out to other cities to find other similar groups to SPAB. Hopefully state pressure can push HB 1217 out of committee.

Saw presentation about the Northgate Light Rail Station and the potential bridge and parking facility. SPAB could write a letter about the issue to Sound Transit, their board, Metro, the City, and PSRC. We first need to figure out the background information about what obligations there are.

[Lydia will look into PSRC]

[Jacob will look into Metro and Sound Transit]

Seth:

The SR 520 West Side Community Design Collaborative has reconvened for 2012. We are planning monthly meetings and monthly public presentations. Each month it will focus on a different section of the project. Of particular importance is when we will discuss the lids at Montlake and Roanoke, as well as the mobility connections around Montlake.

Went to the Bridging the Gap Oversight Committee. Budget for 2012 keeps deliverables on track yet show many decreases from other funding sources. Because of lower budgets in the City, SDOT is not able to contribute as much to the baseline for BTG projects. This means that if it was not for BTG, many of these projects would not be able to go forward at all. We have seen other cities that have had to take dire actions because they have not had something like BTG.

Jacob:

Went to Rapid Ride E presentation and gave opinion of a pro Aurora route. There is also a sidewalk project on Aurora near Greenlake where the City is stuck at 60% design because of an issue with the State over sidewalk width.

Went to Transportation Advocacy Day. Weather block several other meetings.

BURKE GILMAN TRAIL – David Amiton (UW Transportation Department)

The project is one and a half years in process. The UW is looking for feedback on the section of the Burke Gilman Trail that the UW maintains. This is a 1.7 mile section from around Interstate-5 to around Montlake and NE 47th Street.

This is the busiest trail in State and this section is one of the busiest. New use may come from new Light Rail station (2016) as well as some other factors. This may overcrowd the current trail. SVR was commissioned to do a trail corridor study.

Trail project partially in context of the Rainier Vista Project at the Montlake Triangle. This will make a grade separated landbridge across Pacific Place for bikes and peds. The Light Rail Station at the UW Stadium is expected to have 70,000 boardings a day.

Existing conditions in area are crowded so increased demand will decrease service. Trail at Shared Use Path LOS E or F (F around the Montlake Triangle). Trail width varies from 10 to 14 feet throughout (18feet on far east). Width is definitely a factor in the low LOS. LOS will decrease with the increased demand.

Project divided into 7 stand along projects. Together they do an entire overhaul of the trail (see handout). Currently looking at finalizing the section selection and finding what projects can be funded first. There will be public meetings in the future. This is still an internal process.

DENNY TRIANGLE WAYFINDING – Darby Watson (SDOT)

Need comments on the PMP workplan for 2012 in the next week.

For wayfinding around the city, SDOT is looking into getting accessibility features for the poles and kiosks. Mainly features for the visually impaired.

Denny Triangle is the next area to get the downtown wayfinding poles and signs.

DRAFT PEDESTRIAN LIGHTING PLAN – Darby Watson (SDOT)

Last presented on this subject in April 2011. Still have internal review between SDOT and SCL.

(Slide show accompanies presentation)

Ped lighting in this document is specifically to lighting for a pedestrian walkway or sidewalk (under 20feet tall poles). As a side note, City have virtually no requirements for night sky light pollution. Existing ped lighting is on a lot of outer neighborhoods where neighbors paid the City to underground wires and put in ped lighting.

Decided not to include shared use paths in this document because they need greater attention to the whole corridor. They will be looked at in the Bike Master Plan. This includes the Chief Sealth Trail and the Burke Gilman Trail.

Fixtures need to be updated. They are in process of drafting new specifications.

Looking for ways to incorporate lighting into Capitol Improvement Projects. Recommendations are being drafted in a matrix. SDOT will bring the final report back when done.

Corridors, stairways, pathways, intersections are the priority areas. Will improve suggestions to DPD for “light trespass” codes.

No draft is online yet (all internal issues right now). Still developing ideas about how to role out the plan and the outreach. This does not require council vote because it is already a deliverable of the PMP.

ELECTIONS

Chair: Nominated is Seth Schromen-Wawrin. (voted in)

Vice Chair: Nominated is Devor Barton (voted in)

Nominated is Lydia Heard

Secretary: Nominated is Lydia Heard (voted in)

Nominated is Devor Barton

ADJORN

8:05pm